AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (Currently Amended) Method for controlling a propulsion drive, which drive comprises at least one first propeller drive[[,]] which rotates a first propeller in a first direction of rotation, and by which at least one of: the propulsion power and ~~and /or~~ rotating speed of the first propeller is adjusted, and at least one second propeller drive, by which a second propeller is rotated in a second direction of rotation opposite to the first direction of rotation, and adjusted, the first and second propellers arranged longitudinally one after the other, ~~whereby~~ the first and the second propeller ~~drive~~ drives are essentially separated from each other, wherein the method comprises controlling the propulsion drive by a single control command, whereby a first control signal for controlling the first propeller drive, and a second control signal for controlling the second propeller drive, are generated from the single control command.

2. (Currently Amended) Method according the claim 1, wherein the first and the second control signal are generated to ~~result in an optimal combined~~ optimize one or more of propulsion and ~~and/or~~ steering power.

3. (Currently Amended) Method according the claim 1, wherein the propellers driven by the first and the second propeller drives are arranged on the essentially same horizontal level~~, and that the propellers are rotated in the opposite directions~~.

4. (Previously Presented) Method according the claim 1, wherein the first propeller drive is an electrical motor drive that has been arranged into an azimuth pod.

5. (Previously Presented) Method according the claim 1, wherein the second propeller drive is a power engine that has been arranged on a fixed shaft.

6. (Previously Presented) Method according the claim 1, wherein the propeller blades of the second propeller drive are controlled.

7. (Previously Presented) Method according the claim 1, wherein the propellers of the both propeller drives have fixed blades.

8. (Previously Presented) Method according the claim 1, wherein the rotating speed of the second propeller drive is controlled.

9. (Previously Presented) Method according the claim 1, wherein the rotating speed of the first propeller drive is controlled.

10. (Previously Presented) Method according the claim 1, wherein the power of the first and/or the second propeller drive is controlled.

11. (Previously Presented) Method according the claim 1, wherein in an emergency situation the blade angle of the first propeller and the operating speed of the second propeller are adjusted simultaneously so that they concurrently have zero value and that both the blade angle and the operation speed of the propellers are further adjusted towards the opposite direction until causing the stop of the ship.

12. (Currently Amended) Apparatus for controlling a propulsion drive, which comprises at least one first propeller drive[[,]] which rotates a first propeller in a first direction of rotation, and by which at least one of: the propulsion power and ~~and/or~~ the rotating speed is controllable, and at least one second propeller drive, by which a second propeller is rotatable in a second direction of rotation opposite to the first direction of rotation, and controllable, the first and second propeller arranged

longitudinally one after the other, ~~whereby~~ the first and the second propeller drive are essentially separated from each other, wherein the apparatus comprises a control device to control the propulsion drive by a single control command, whereby based on the single control command the control device generates a first control signal, by which the first propeller drive is controllable, and a second control signal, by which the second propulsion drive is controllable.

13. (New) The method of claim 1, further comprising providing the single control command through a single input device.

14. (New) The apparatus of claim 12, wherein the single control command is generated through a single input device.

15. (New) The method of claim 1, further comprising transmitting the first control signal to a first control unit, and transmitting the second control signal to a second control unit.

16. (New) The apparatus of claim 12, further comprising a first control unit for receiving the first control signal, and a second control unit for receiving the second control signal.

17. (New) An arrangement comprising:

a first propeller drive which rotates a first propeller;

a first control unit operatively associated with the first propeller drive, the first control unit constructed and arranged to control at least a first operational parameter associated with the first propeller drive;

a second propeller drive which rotates a second propeller;

a second control unit operatively associated with the second propeller drive, the second control unit constructed and arranged to control at least a second operational parameter associated with the second propeller drive; and

a main control unit constructed and arranged to receive a single control command, and based on the single control command, produce and transmit both a first control signal to the first control unit and a second control signal to the second control unit, thereby affecting both the first operational parameter and the second operational parameter, and wherein the first operational parameter differs from the second operational parameter.

18. (New) The arrangement of claim 17, wherein the first operational parameter comprises at least one of the rotational speed of the first propeller drive and the pitch of the first propeller drive, and the second operational parameter comprises at least one of the power and rotational speed of the second propeller drive.

19. (New) The arrangement of claim 17, wherein the first propeller is rotatable in a first direction of rotation and the second propeller is rotatable in a second direction of rotation, and the first and second propellers are arranged longitudinally one after the other.

20. (New) The arrangement of claim 17, wherein the single control command is generated through a single input device.

21. (New) The arrangement of claim 17, wherein the main control unit defines an optimal operating condition based on characteristics and operating values of the first and second propeller drives, and generates the first control signal and the second control signal based upon the optimal operating condition.